









## ENGLAND AND THE PHILIPPINES.

The London correspondent of the *Tribune*, writing under date of July 6th, says:—There is no reason to doubt that early all the influential leaders in English public life are hoping that the Americans will retain control of the Philippines after the close of the war with Spain. They do not profess to be disinterestedly giving advice, nor to look at the question from an American point of view. They frankly admit that the occupation of the Philippines by Great Britain, Germany or Great Britain will subject the relation of European Powers to a dangerous strain, and they favour permanent American control of the group in the interest of peace.

They are sensible of the great advantage which England would derive from the moral and diplomatic support of the United States in all questions relating to China and the Far East if the American flag were raised at Manila for all time. As Englishmen with practical instincts, and influenced by considerations of enlightened self-interest, they are outspoken and emphatic in expressing their hope that America will enlarge her sphere of activity in the world's diplomacy and work.

Lord Kimberley has been at the head of the Foreign Office, and is one of the most cautious and sagacious leaders of the Liberal party. The speech which he made at the American dinner this week was of great significance and has been widely discussed here. Among other things he said:—

"A common language, although a very strong bond between peoples is not the strongest bond. A far stronger one is a community of interest. The interests of the two peoples are largely on the same line, and they could look forward for a friendship which may be enduring and for the benefit of both countries."

## THE NAVAL CRITIC.

At the launch of the "Amphitrite" Sir William Wilson protested vigorously and very opportunely against the anonymous irresponsible, and often very ill-informed criticism with which the Constructive Department of the Admiralty is now-days so constantly assailed. "The candid critic in these days," he said, "was sometimes called a naval expert, although why he did not know. The reason is plain, and its worth considering. In the country of the blind the one-eyed man is king. We all take a keen interest in the Navy in these days, and we are all proud of it, but not many of us know much about it. Chatter about the Navy has consequently become an exceedingly marketable commodity. The 'oppy' is the so-called 'naval expert' has come into existence. He is often a most ingenious, industrious, and intelligent person, but he is, essentially, a one-eyed man among the blind. If he knows anything he must know in his heart that the problem of warship construction is one to which the ablest men may devote all their brains and all their lives, and yet only succeed in solving it tentatively and approximately. But when he poses as a naval expert and gets the public to take him at his own estimate he altogether forgets this. The strange antics of the naval expert—that unexpected and unwelcome by-product of a movement so salutary for the most part as the modern revival of public interest in the Navy and its efficiency—would always be amusing if they were not often so mischievous. His superb self-confidence, his magnificent assumption of an infallibility which belongs to young men alone, or to old men when they are at once ignorant and egotistical, his egotism in the control of notes, his complacent superficiality and his incessant chatter, alike infuriate the thoughtful, and, perhaps part of the price the country has to pay for its quickened concern in the Navy. But the price is really a heavy one. . . . He is never so happy as when he has demonstrated by methods altogether his own that some English ship is a disastrous failure, and some foreign ship—as often as not one that has not yet been tried or even launched—a brilliant success; or that a ship designed for one purpose and to satisfy certain specific conditions is immeasurably better in some give a repel, whether of armament, armour, speed, or coal endurance, than another ship designed for quite another purpose and to satisfy quite different conditions. Sir William White died as an example of the criticisms to which the *Powerful* has been subjected. This ship, as is well known, has encountered difficulties which her designer probably overestimated as little as any man, through he declares them to be of a temporary character. But she has not only done all that was promised at the time of her design, but has exceeded that promise. She has thus been tested with a thoroughness which is rarely approached by the test applied to ships built for other navies and has triumphantly sustained the test. This being so, we agree with Sir William White that it is neither fair criticism in itself nor just to her designer and builders to pronounce the ship a failure because in the course of further service tests she encountered difficulties which are only temporary and not therefore insuperable.

The alleged inadequate armament and armour of British warships is another point on which the naval expert abounds. If a cruiser is merely protected, he insists, she ought to be well armoured. If her guns are well distributed, well shielded, and well supplied with abundant ammunition, he protests that they are too few. He finds fault with an *Amphitrite* because she is not a *Cruiser*, with *Blenheim* because she is not a *Duguay de Loma*, with *Powerful* or an *Edgar* because she is not an *Emmerald*, a *Brooklyn*, or a *Cristobal Colon*. This is only another and perhaps an even more injudicious form of the delusion that the problem of warship design is capable of a final and absolute solution. The *Cruiser*, the *Amphitrite*, the *Powerful*, the *Blenheim*, the *Edgar*, the *Duguay de Loma*, the *Brooklyn*, the *Cristobal Colon*, all have certain qualities, positive or negative, offensive, defensive, sea-keeping, or what not, which some of the others were without. . . . Each ship will be superior to the other in some respects and inferior in others. The conditions which govern the design are ought to be given to the designer, not determined by him, and unless we are in a position to compare those conditions in detail and to consider how they have been co-ordinated in each design it is idle to ask which is the better ship. Yet the naval expert of the period will ask questions such as these by the score, and, curiously enough, he nearly always answers them to the disadvantage of our own Navy. In so doing he has not even the excuse of the past—captain about whom Mr. Goschen told a delightful story the other day at the Mansion-house. He has not got to fight the ship he criticizes, and he could not fight it if he had. The officer in question sent home to the First Lord a criticism of a certain foreign ship and of his own. "He went through a certain number of weaknesses, as he thought, in his own ship as compared with the foreign ship. My heart sank," said Mr. Goschen, "as I read one criticism after another, and at last I came to the final phrase—'After all, I think I could take her in an hour.'"

## JAPAN AND THE PHILIPPINES.

The *Gaiko*, an organ of considerable weight, appears with an article that is at least remarkable for its independent spirit, for it sides with Spain in the ending war and is dead against permitting the United States to get a permanent foothold in the Philippines. The majority of Americans are evidently in favour of retaining the valuable islands notwithstanding the announcement of President McKinley that the peace terms do not include a such action. The modest terms in question, by the way, are apparently taken *cum grano* by the *Gaiko*. The writer thinks that they have been given out solely with a view of calling out the comments both of the American and European nations. The *Yifu* recently hit the nail on the head when it remarked that the acquisition of coaling stations in the Pacific was an indication of the ambitious policy of that country, and unless the signs of the times are totally misleading America's commercial community has pretty well made up its mind not to let the Philippine wealth get into other hands. The question which concerns Japan is whether she would be more benefited by the islands' retention by America or by their being given back to Spain—thanks to the "influence" of Germany and other strong Powers whose aid would be rewarded by the leases of desirable stations.

Several papers published in Tokyo have advocated an Anglo-Japanese alliance and approved the possession of the Philippines either by America or Great Britain. We (the *Gaiko*) think these journals have failed to go into the matter fully. We would remind them that the origin of the Philippine question was the opening of the war in Cuba by America—an act of most unjustifiable interference. The pretext of that act was that the conditioned disturbance in Cuba, caused by the Spanish rule and those who rebelled against it, seriously affected America's commercial interests. It is overlooked that the rebellion was fostered by the direct and indirect assistance which the rebels were afforded by the Americans. We are willing to admit that the Spanish administration both in Cuba and the Philippines has been anything but perfect, but if it led, as it should not have done, in the case of a former, to a *cassez tout* with an outside power, owing to injury to its commerce, it cannot logically do so in the case of the latter for we have yet to learn that either America or Japan has been inconvenienced by the internal dissensions in those islands. Moreover, it is a particularly dangerous precedent to establish this right of interference with the rule of another of other Powers.

And if Japan is to favour either of the late belligerents it should certainly be Spain. When the Dowager Empress died, last year, Spain, alone of the Powers, ordered her court into mourning, in consequence of which country the Emperor decorated the young Spanish monarch. Hardly had the period of mourning expired when he was broken out. Now Spain is about to lose the last of her revenue-bearing possessions, and half Japan stand and see her deprived of it without an attempt to prevent it? We fought China in the name of good fellow-ship towards the Koreans. Can we not exhibit a similar friendliness for Spain instead of openly abetting her despoliation? Looking at the question from a purely business standpoint it is difficult to see how we are to be other than injured by the American occupation of the islands. The ways of America to-day are not such as obtained under Washington, Franklin and Hamilton; they have retrograded and are going from bad to worse. Imperialism is the keynote of her foreign policy. She has the Venezuela affair, the Behring Sea Fisheries Controversy, the Dingley Bill and the Hawaiian annexation. The establishment of America in the Southern Seas would mean a serious check to our trade progress in that region and would nullify the rights which long centuries of association with the Philippines undoubtedly give us. It is a matter that calls for the most serious deliberation on the part of our Government.—*Tokyo D. Advertiser*.

## SPANISH RAILWAYS.

## SOME AMUSING DETAILS.

The Spanish railways must be worse than those in Japan according to an account given in a home contemporary. There are in Spain, it is said, 7,550 miles of railroad, less than one-third of the number in Great Britain, France or Russia, and less than one-fourth of the number of the Spanish railroad system appears best in comparison with American railways. A single line, the Chicago, Burlington and Quincy, having an aggregate mileage of 7,400, owned, operated and controlled, or nearly as much as all the railroads of Spain combined. Spanish railroads are proverbially slow, the rate of "express" trains being 25 miles and of way passenger trains from 15 to 15. They seldom run on schedule time, and it is the testimony of all travellers that they never make connections. The amount of baggage allowed each first-class passenger on a Spanish railway, in 66 pounds, but the railroads are not responsible for its loss, nor are the officers responsible for its identification. The charges on Spanish railroads are remarkably high, being at the rate of 5 cents a mile on first-class trains and 3 cents a mile on second-class trains, about double the American average.

The difficulties of passenger traffic on Spanish railroads are enhanced in some particulars, which are rather amusing than serious. Passengers are expected to arrive at the station at least half an hour before the train leaves in order that sufficient allowances may be made for the delays of the railway officials. During part of each day (and in some cities the larger part of each day) the railway stations do not open until an hour before the time scheduled for the departure of the train, closing a quarter of an hour before it is due. The hapless tourist, in compliance with Spanish railroad custom, must have his ticket before he is permitted to enter the waiting room, and as the ticket must be bought 15 minutes at least before the train starts, and as the train may be anywhere from an hour to three hours late, his opportunities for reasonable complaint are numerous, and are not diminished by knowledge of the fact that he is paying more for his ticket, according to the distance travelled, than is the rule on American or English railways. One peculiarity of railroad travel in Spain is to be found in the fact that employees of the railroad company are entitled, as a matter of right, to the best seats, even regardless of the tickets sold to passengers.—*K. Chronicle*.

Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites acts both as food and medicine. It not only gives flesh and strength by virtue of its own nutritious properties, but creates an appetite for food that builds up the wasted body. Read the following:—Scott's Emulsion is in my opinion an excellent and valuable compound. I have given it to consumptive patients and have been delighted with the results obtained. It is pleasant to the taste and can be borne by the most sensitive stomach.—E. A. ROWLAND, M.D., Butler-Knowle, Dailington. Any Chemist can supply it. Sole Agents for Hongkong and the Empire of China—Watkins & Co., Hongkong.—*Advt.*

## NOT AND A.

## CALENDAR.

AUGUST.  
Meteorological means based on ten years' observations to 1895.  
Barometer . . . . . 29.75  
Thermometer . . . . . 80.9  
Humidity . . . . . 83  
Rainfall . . . . . 13.89

TO-DAY.  
WEATHER REPORT.  
On date at On date at  
Barometer . . . . . 29.79 29.70  
Thermometer . . . . . 82 82  
Humidity . . . . . 83 83  
Rainfall . . . . . 0.95

TO-DAY.  
Saturday, 27th August, 1898.  
Chinese—11th of 7th moon of 24th year of Kwong-si.  
Sun—Rises . . . . . 5hr. 18min.  
Sets . . . . . 6hr. 20min.  
High water—Morning . . . . . 6hr. 5min.  
Afternoon . . . . . 7hr. 5min.  
Low water—Afternoon . . . . . 6hr. 21min.  
Evening . . . . . 5hr. 12min.

ANNIVERSARIES.  
1898—Julius Caesar landed in England.  
1841—Amoy taken by the British; 296 guns captured.  
1896—The Palace at Zanzibar bombarded by the British.

TO-MORROW.  
Sunday, 28th August, 1898.  
(St. Augustine.)  
Chinese—12th of 7th moon of 24th year of Kwong-si.  
Sun—Rises . . . . . 5hr. 18min.  
Sets . . . . . 6hr. 19min.  
High water—Morning . . . . . 6hr. 18min.  
Afternoon . . . . . 7hr. 18min.  
Low water—Afternoon . . . . . 6hr. 12min.  
Evening . . . . . 5hr. 12min.

ANNIVERSARIES.  
1866—Lord Amherst's Embassy started for Yuen-ming-yuen.  
1831—Slavery abolished in all British possessions.  
1871—Mr. G. L. Tomlin assaulted and robbed near the Central Police Station.  
1884—Kimpal forts silenced by the French.  
1896—The Ottoman Bank at Constantinople seized by Armenians.

## CHURCH SERVICES.

St. John's Cathedral—Communion, 7 a.m., Matins, 11 a.m., Evensong, 5.45 p.m.  
Roman Catholic Cathedral—Mass at 6 a.m., 7 a.m., 8 a.m. and 9.30 a.m. Benediction, 5 p.m.  
Union Church—Services, 11 a.m. and 6 p.m.  
German Methodist Church, West Point—Morning Service, 11 a.m.  
St. Francis Church, Wanchai—Mass (Chin.), 6 a.m., (Port.) 7.30 a.m., Benediction, 5 p.m.  
St. Joseph's Church, Garden Road—Morning Service (English), 9 a.m.  
St. Anthony's Chapel, West Point—Mass, 8 a.m.  
Wesleyan Methodist Church—Services, 10.30 a.m. and 5.45 p.m.  
St. Peter's Church—11 a.m. and 6.30 p.m.

## SHIPPING AND MAIL NEWS.

MAILS DUE:  
Australian (Tatjana) 29th inst.  
French (Lao) 31st inst.  
American (Alicia) and prox.  
Australian (Tatjana) 31st prox.  
American (Doris) 10th prox.  
Canadian (Empress of Japan) 12th prox.  
Tacoma (Victoria) 16th prox.

THE N. P. S. S. Co.'s steamer *Mogul* has arrived at Yokohama, and leaves for Kobe and this port to-day, the 27th inst.

THE N. G. I. steamer *Formida* left Singapore for this port to-day, the 27th, and is expected here on or about the 28th prox.

THE Nippon Yusen Kaisha's steamer *Tosa Maru* (Europe Line) left Shimomori for this port this morning, the 27th, and is expected to arrive here on the 31st inst.

We are informed by the Agent of the Messageries Maritimes Co. that the steamer *Laos* with the next French mail, will leave Saigon for this port at 5 a.m. to-morrow, the 28th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.  
Hakara Pong . . . . . at Kowloon Dock  
Nanyo Maru . . . . . " " "  
Bydo . . . . . " " "  
Galle . . . . . " Cosmopolitan "

Arrivals.  
Aug 23 H.M.S. *Peacock* . . . . . from Hongkong  
24 *Hallam* . . . . . " " "  
24 *Bellaphon* . . . . . " " "  
24 *Hallam* . . . . . " " "  
24 *Hallam* . . . . . " " "  
24 *Hallam* . . . . . " " "  
24 *Hallam* . . . . . " " "  
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24 *Hallam* . . . . . " " "  
24 *Hallam* . . . . . " " "

Departures.  
Aug 24 *Hallam* . . . . . for Hongkong  
24 *Hallam* . . . . . " " "  
24 *Hallam* . . . . . " " "  
24 *Hallam* . . . . . " " "  
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24 *Hallam* . . . . . " " "

PAKED THE CANAL.  
OUTWARD—*Formosa*, *Monmouthshire*, *Kwangsai* August 26; *Gala*, *Indraluma* 26; *Natal*, *Philistia*, *Undanant* 26; *Johny*, *Sonderland*, *Wittenburg* 26; *Canton* 26; *Ulysses*, *Nürnberg*, *Niebo* 26.  
HOMeward—*Shanghai*, *Della*, *St. Nintan* August 26.

TO BE LET.  
TO LET.  
"SEMI-DETACHED VILLA RESIDENCE" on Bowen Road "in course of erection." FLOORS IN STANTON AND ELGIN STREETS.  
No. 5, RIFON TERRACE.  
No. 3, ELGIN STREET.  
Apply to  
THE HONGKONG LAND INVESTMENT & AGENCY CO., Ltd.  
Hongkong, 15th August, 1898.

## Hotels.

## WINDSOR HOTEL, HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as "CONNAUGHT HOUSE," offers First-class Accommodation to Residents and Travellers. Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendant. Favourable Arrangements made for Families and for Monthly or Extended Periods. BILLIARDS.

P. BOHM, Proprietor & Manager.  
Hongkong, 3rd April, 1895.

THE KOWLOON HOTEL is now refitted and reopened as a thoroughly HIGH-CLASS HOTEL, with everything of the very best, Splendid Suburban Situation, Unrivalled to the Colony. Cuisine a Specialty; none in comparison. Liquors of carefully selected quality. Billiard-tables and Bowling-alley excellent.

J. W. OSBORNE, Proprietor.  
April 2nd, 1898.

I SAY I HERE'S SOMETHING GOOD.

THE OLD MAN'S ON DECK AGAIN AT THOMAS'S GRILL ROOMS.

WHAT'S THE MATTER WITH THIS BREAKFAST . . . . . \$ 0.75

DINNER . . . . . 1.00

3 MEALS DAILY (Monthly Rate) . . . . . 40.00

1 DINNER . . . . . 15.00

1 DINNER . . . . . 20.00

TIPPY & DINNER . . . . . 30.00

BREAKFAST & TIPPY . . . . . 25.00

BREAKFAST & DINNER . . . . . 28.00

BEST OF VIANDS SERVED IN THE BEST OF STYLES.

J. E. GOODCHILD, Manager.

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CARBOLEUM-AVENARIUS USED FOR OVER 20 YEARS. With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.

Sole Agents for China, LUTGENS, EINSTAMANN & Co. Hongkong, 11th September, 1898.

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No. 8, Queen's Road Central.

Hongkong, 9th February, 1898.

## THE CHINA AND JAPAN TELEPHONE COMPANY, LIMITED.

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EXCHANGE LINES, \$30 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

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Hongkong, 18th January, 1898.

## TAKE NOTE

IT IS UNIVERALLY ADMITTED THAT TO indicate the exact use of words, no DICTIONARY can compare with the New Edition of

WEBSTER'S DICTIONARY.

At the office of the *Hongkong Telegraph* you can see and procure for SIX DOLLARS, a Copy of the *Webster's Dictionary*, the latest and most complete proof that *Webster's* is the best.

## Intimations.

## HONGKONG CRICKET CLUB.

THE ANNUAL GENERAL MEETING will be held in the Pavilion on THURSDAY, the 1st September, at 5 P.M., to receive Report and elect office-bearers for the ensuing year.

JAMES A. LOWSON, Hon. Secretary.

Hongkong, 18th August, 1898.

## THE HONGKONG HOTEL COMPANY, LIMITED.

NOTICE is hereby given that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the COMPANY'S HOTEL, on THURSDAY, the 15th day of September, 1898, at 12 o'clock NOON, when the SUBJOINED RESOLUTION will be proposed.

"That a BONUS OF TWO THOUSAND DOLLARS be hereby voted to each of the three existing Directors, or the sum of SIX THOUSAND DOLLARS in all, out of the profits of the Company during the past half year, as some recognition by the Shareholders of the successful exertions of the Directors in placing the concern once more on a 'dividend paying basis.'"

Should the RESOLUTION be duly passed it will be submitted for confirmation as a SPECIAL RESOLUTION to a SECOND EXTRAORDINARY GENERAL MEETING which will be subsequently convened.

Dated the 24th day of August, 1898.

C. MOONEY, Secretary.

1022

GREAT EASTERN AND CALEDONIAN GOLD MINING CO., LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that a SECOND and FINAL CALL OF ONE DOLLAR and FIFTY CENTS (\$1.50) per Share has been made in respect of the Shares in the above-named Company not fully paid up and that such call is PAYABLE on the First day of September next, to the Company's Bankers, THE HONGKONG AND SHANGHAI BANKING CORPORATION, Hongkong.

FULLY PAID-UP SHARE CERTIFICATES will be given in exchange for the Provisional Scrip and Receipt for the Call at present in circulation.

LUTGENS, EINSTAMANN & Co., General Agents.

Hongkong, 30th July, 1898.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in a STATEMENT of Business contributed during the Half Year ended 30th June, 1898, on or before the 15th September, on which date the Accounts will be CLOSED. By Order of the Board of Directors.

THS. I. ROSE, Secretary.

Hongkong, 25th August, 1898.

## LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS and WATCHMAKERS.

Sole Agents in the East for the amalgamated CLIMAX, HUMMER and GLADIATOR CO., Ltd.

DUNLOP TYRE'S BICYCLES—PRICE—\$184.

A special reliable Watch made for this Climate.

Quality A . . . . . \$16

Quality B . . . . . \$12

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CHS. J. GAUPP & CO., CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVER, STERLING, and OPTICIANS.

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## AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CANE ROAD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required.

The Superiores will also be most grateful for any PAPER, or old ENVELOPES to be made into Books for the Children of the Poor Schools, who are taught by the Sisters.

Hongkong, 22nd April, 1898.

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Hongkong, 22nd September, 1898.

## NOTICE.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or members of the Crew of the following Vessels during their stay in Hongkong Harbour:—

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CATHERINE, APCAR, British str., Oliffent—D. Sassoon, Sons & Co.

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## Intimations.

## NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



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STEAMERS.	DESTINATIONS.	SAILING DATES.
TOKIO MARU..... E. W. Harwell	NAGASAKI, KOBE & YOKOHAMA	MONDAY, 29th August, at 4 P.M.
TOSA MARU..... P. H. Cole	MARSEILLES, LONDON, NEW CASTLE, ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.	THURSDAY, 1st September, at 4 P.M.
SAGAMI MARU..... T. Mural	VLADIVOSTOK, VIA SHANGHAI, CHEFOO, CHEMULPO, NAGASAKI, FUSAN and GENSAN.	FRIDAY, 2nd September, at Noon.
MIKIKO MARU..... S. Kawamuro	KOBE and YOKOHAMA	FRIDAY, 2nd September, at 4 P.M.
KAGOSHIMA MARU..... J. W. Ekstrand	BOMBAY, VIA SINGAPORE and COLOMBO	THURSDAY, 6th September, at Noon.
YAMAGUCHI MARU..... A. E. Moses	SEATTLE, (WASH.), VIA KOBE, YOKOHAMA and VICTORIA, B.C.	THURSDAY, 8th September, at 4 P.M.
HITACHI MARU..... C. Hillcock	MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID.	TUESDAY, 13th Sept., at 4 P.M.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA,  
Manager.

Hongkong, 27th August, 1898.

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EQUIPMENT

Agents for DODD, CARLILL & Co., Agents for N. OPPENHEIMER & Co., Paris.

## THE NEW FRENCH REMEDY.

## THERAPION.

This successful and highly popular remedy, as employed in the Continental Hospitals by Ricord, Rostan, Jobert, Velpeau, and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1, in a few days only, removes all discharges from the urinary organs, effectually superseding injections; the use of which does irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-tried remedies have been powerless.

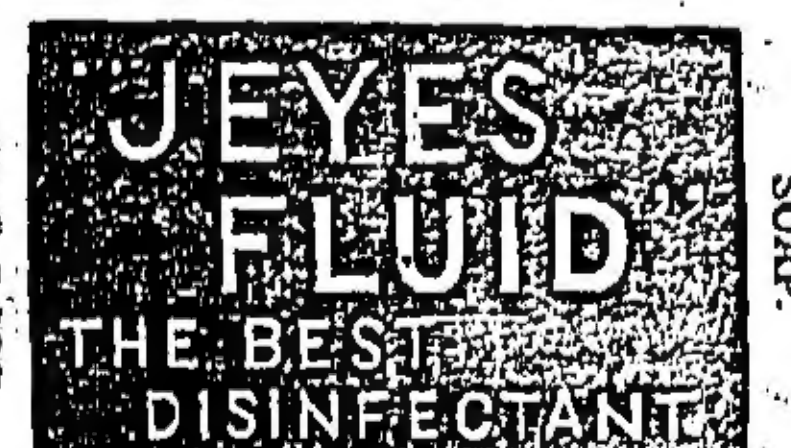
THERAPION No. 2, for impurity of the blood, scurvy, plumper, spots, blotches, pains and swellings of the joints, secondary symptoms, disease of the bones, sore throat, and all diseases for which it has been too much a fashion to employ mercury, narsaparilla, &c., to the destruction of the sufferer's teeth and ruin of health. This preparation purifies the whole system through the blood, and thoroughly eliminates every poisonous matter from the body.

THERAPION No. 3, for nervous exhaustion, waste of vitality, and all the distressing consequences arising from early error, excess, residence in hot, unhealthy climates, &c. It possesses surprising power in restoring strength and vigour to the debilitated.

THERAPION may be procured at 2/6 and 4/0 per package, of the principal Chemists and Merchants throughout the world. In ordering, the purchaser should state which of the three numbers he requires, and observe that the word "THERAPION" appears on the Government Stamp (in white letters on a red ground) affixed to every genuine package by order of Her Majesty's Royal Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited, Hongkong, China and Manila.

## NOTICE.

THE BEST PREVENTIVE OF ALL  
INFECTIOUS DISEASES.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,  
Bank Buildings,  
Hongkong, 9th March, 1897.

## SIEN TING,

SURGEON-DENTIST,  
No. 10, D'ARAGUIA STREET.

TERMS VERY MODERATE.  
Consultation free.

Hongkong, 27th September, 1895.

## Shipping.

## STEAMER.

UNITED STATES AND CHINA-JAPAN  
STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

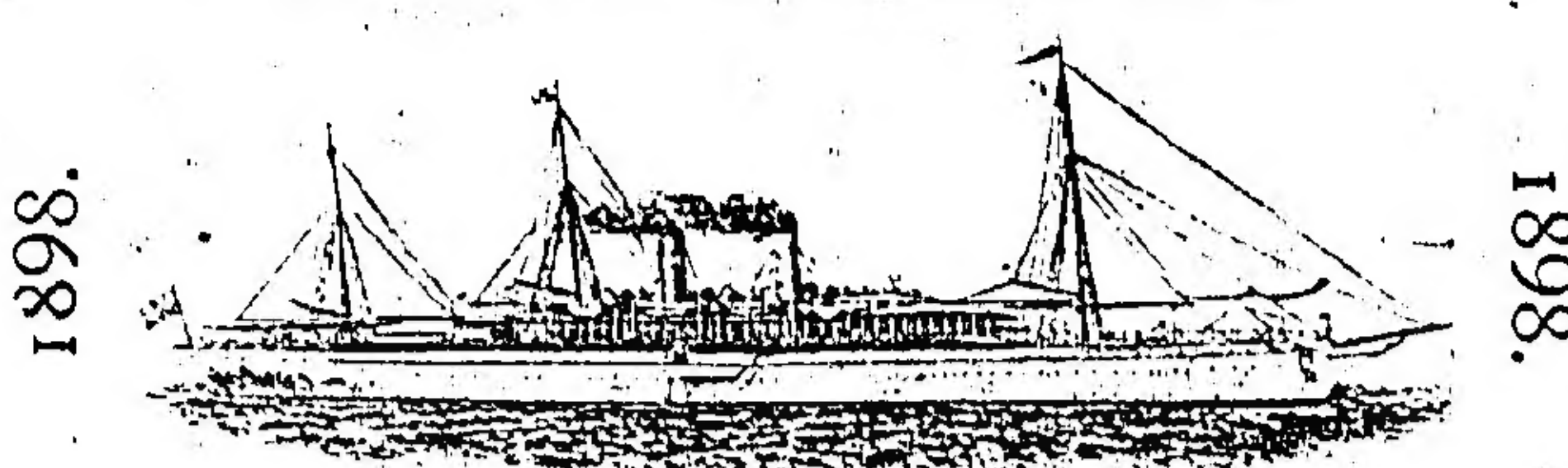
"INDRAPURA,"

Captain A. Horrell will be ready to receive cargo as above on MONDAY, the 29th instant, and will have quick despatch.

For Freight and Further Particulars apply to  
JARDINE, MATHESON & Co.,  
Agents.

Hongkong, 25th August, 1898.

## Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.

**SAFETY. SPEED. PUNCTUALITY.**  
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA  
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)  
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

## PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R...WEDNESDAY, 31st August, 1898.  
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R...WEDNESDAY, 28th Sept., 1898.  
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 26th Oct., 1898.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.  
SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to  
D. E. BROWN, General Agent,  
Paddis Street,  
Hongkong, 10th August, 1898.

## Shipping.

## STEAMERS.

DOUGLAS STEAMSHIP COMPANY,  
LIMITED.

FOR SWATOW, AMOY AND FOOCHEW.

THE Company's Steamship

"THALES,"  
Captain Bathurst, will be despatched for the above Ports, TO-MORROW, the 28th instant, at Daylight.  
For Freight or Passage, apply to  
DOUGLAS LARRAIK & Co.,  
General Managers.  
Hongkong, 27th August, 1898.

OCEAN STEAMSHIP COMPANY.  
FOR LONDON, VIA SUEZ CANAL.  
(Taking through Cargo for WESTERN AUSTRALIAN PORTS.)

THE Company's Steamship

"PROMETHEUS,"  
Captain Day, will be despatched as above on MONDAY, the 29th instant, at 3 P.M.  
For Freight, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 25th August, 1898.

"MOGUL" LINE OF STEAMERS.  
FOR KOBE, YOKOHAMA AND VLADIVOSTOK.

THE Steamship

"GHAAZE,"  
Captain Bailey, will be despatched as above on TUESDAY, the 30th instant, at Noon.  
For Freight or Passage, apply to  
DODD, CARLILL & Co.,  
Agents.  
Hongkong, 25th August, 1898.

CHINA NAVIGATION COMPANY,  
LIMITED.  
FOR KOBE.

THE Company's Steamship

"TAIYUAN,"  
Captain Nelson, will be despatched as above on WEDNESDAY, the 31st instant, at Noon.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 26th August, 1898.

MOGUL-WARRACK-MILBURN LINE.  
FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship

"SKH,"  
will sail on the 31st August, 1898.  
S.S. "MACDUFF".....about 25th Sept., 1898.  
S.S. "GHAAZE"....." 25th Oct., 1898.  
S.S. "LENNOX"....." 30th Oct., 1898.  
For Freight or Passage, apply to  
DODD, CARLILL & Co.,  
Agents.  
Hongkong, 26th August, 1898.

CHINA NAVIGATION COMPANY,  
LIMITED.  
FOR SAMARANG AND SOERABAYA.

THE Company's Steamship

"SHANTUNG,"  
Captain Frampton, will be despatched as above on MONDAY, the 31st September, at Noon.  
For Freight or Passage, apply to  
BUTTERFIELD & SWIRE,  
Agents.  
Hongkong, 26th August, 1898.

SAILING VESSEL.

FOR NEW YORK.

THE "A. I. Norwegian Bank"  
9.55.  
"PRINCE ARTHUR,"  
Captain Olsen, having arrived will load here for the above Port, and will have quick despatch.  
For Freight, apply to  
ARNHOLD, KARBURG & Co.,  
Agents.  
Hongkong, 21st July, 1898.

OCCIDENTAL & ORIENTAL  
STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO  
JAPAN, THE UNITED STATES,  
MEXICO,  
CENTRAL AND SOUTH AMERICA, AND  
EUROPE;  
VIA  
THE OVERLAND RAILWAYS,  
AND  
ATLANTIC AND OTHER CONNECTING  
STEAMERS.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaio (via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu).....Thursday, 1st Sept., at Noon.

Doris (via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu).....Tuesday, 20th Sept., at Noon.

Belle (via Shanghai, Nagasaki, Kobe, Yokohama and Honolulu).....Tuesday, 11th Oct., at Noon.

THE Company's Steamship

"GAELIC,"  
will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 1st September, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.  
Hongkong, 13th August, 1898.

A CURE FOR ASTHMA!!!  
GRIMAULT'S

## INDIAN CIGARETTES

Asthmatic people who suffer from Oppression in breathing, stifling sensations, Hoarseness, and Loss of voice; Nervous coughs, Laryngitis, Colds, with Wheezing, Bronchitis, Insomnia, Catarrhal affections, and difficulty in Expectoration, are promptly relieved by these Cigarettes.

GRIMAULT & Co., Paris, sold by all Chemists.

GRIMAULT'S  
Matico Capsules

AND INJECTION

Renowned Physicians prescribe Grimault's Matico as the most active and at the same time the most innocuous remedy in the treatment of acute and chronic Discharges. These Capsules, unlike Copahu, have not the inconvenience of producing Nausea.

MATIO INJECTION is used in recent MATICO CAPSULES in the more chronic cases.

GRIMAULT & Co., Paris, sold by all Chemists.

## Intimation.

NORTH  
GERMAN LLOYD.  
(Freight Service.)HAMBURG  
AMERICA LINE.  
(East Asiatic Service.)

(Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LIVERPOOL, GLASGOW, NORTH and SOUTH AMERICAN PORTS)

PROJECTED SAILINGS FROM HONGKONG.  
SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
ARCADIA..... Bumelster	LONDON, HAMBURG & ANTWERP	About 1st September
SARINIA..... Ebers	HAVRE AND HAMBURG	About 12th September
SUEVIA..... Frick	HAVRE AND HAMBURG	About 19th September
SILESIA..... Hehrens	HAVRE AND HAMBURG	About 25th September

\* This Steamer has Superior Accommodation for First and Second Class Passengers and carries a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to

Carlowitz & Co.,  
Agents,  
Hongkong, 19th August, 1898.

## Mails.

## NORDDEUTSCHER LLOYD.

## NOTICE.

STEAM FOR  
SINGAPORE, COLOMBO, ADEN, SUEZ,  
PORT SAID, NAPLES, GENOA,  
ANTWERP, BREMEN AND HAMBURG,  
PORTS IN THE LEVANTE,  
BLACK SEA AND BALTIC PORTS.

ALSO  
LONDON, NEW YORK, BOSTON,  
BALTIMORE, NEW ORLEANS,  
GALVESTON, AND SOUTH AMERICAN  
PORTS.

THE COMPANY'S STEAMERS WILL CALL AT  
SOUTHAMPTON  
TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH  
BILLS OF LADING FOR THE PRINCIPAL  
PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Prussia.....Wednesday | 14th Sept.  
Darmstadt.....Wednesday | 12th Oct.  
Sachsen.....Wednesday | 9th Nov.  
Bayern.....Wednesday | 7th Dec.

Prins Heinrich.....Wednesday | 4th Jan. 99.

ON WEDNESDAY, the 14th day of Sept., 1898, at 4 A.M., the Company's Steamship "PRUSSIA," Captain R. Heintze, with MATS. PASSENGERS, SPRING CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 13th September. Cargo and Specie will be received on board until 5 P.M. on TUESDAY the 13th Sept., and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 13th Sept. Contents of Packages are required. No Parcel Receipts will be signed for less than 25 cts and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess.

Linen can be washed on board.

For further Particulars, apply to  
MELCHERS & Co.,  
Agents.  
Hongkong, 27th August, 1898.

NORTHERN PACIFIC  
STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE,  
AND YOKOHAMA.

PROPOSED SAILINGS FROM  
HONGKONG.

FOR VICTORIA, B.C., AND TACOMA.

IN CONNECTION WITH  
NORTHERN PACIFIC RAILWAY CO.

Tacoma.....2.549 | A. Dixon.....Sept. 17.  
Victoria.....3.167 | J. Truebridge.....Sept. 27.  
Olympia.....2.608 | T. H. Dobson.....Oct. 22.

ALSO  
FOR PORTLAND, OREGON,  
IN CONNECTION WITH  
OREGON RAILROAD AND NAVIGATION  
COMPANY.

Mogul.....3.654 | W. H. Wright.....Sept. 10.  
.....Oct. 1.  
Bramar.....3.601 | E. Porter.....Nov. 5.

THE attention of Passengers is directed to the very cheap rates offered by this Line, HONGKONG TO LONDON &c.

Excellent accommodation. First-class Table. Doctor and Stewardess carried.

HONGKONG TO NEW YORK &c.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA &c.

Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in San Francisco, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.  
Hongkong, 23rd August, 1898.

Printed and Published by ETHELBERT FORBES SKERCHLY, at No. 6, Pedder's Hill, in the City of Victoria, Hongkong.

## Mails.

THE PENINSULAR AND ORIENTAL  
STEAM NAVIGATION COMPANY.

## STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA,  
ADEN, EGYPT, MEDITERRANEAN  
PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship—

"CHUSAN,"  
Captain E. Street, carrying Her Majesty's Mails, will be despatched from this Port for BOMBAY, &c., on SATURDAY, the 3rd September, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to  
H. A. RITCHIE,  
Superintendent.  
Hongkong, 20th August, 1898.

## U. S. MAIL LINE.

PACIFIC MAIL STEAM-  
SHIP COMPANY.

VIA INLAND SEA OF JAPAN AND  
HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Atsuta (via Nagasaki) Saturday, 10th Sept.  
Kobe and Yokohama.....(For Cargo only).

THE U. S. Mail Steamship

"AZTEC,"  
will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE and YOKOHAMA on SATURDAY, the 10th September, at Noon, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of 1/4 in addition to the regular tariff rate.

Passengers holding Orders FOR OVERLAND CITIES in the United States have, between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct line.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in San Francisco, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.  
Hongkong, 23rd August, 1898.

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